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RIVER TRANSPORTATION IMPROVES

MOSCOW RIVER PORTS CRITICIZED -- Rechnoy Transport, No 50, 24 Jun 49

The Northern Fort (head, Rumyantsev) of the Moscow River Terminal fulfilled the April - May plan for freight handling 118.6 percent and the plan for shipping 242 percent. Of 199 ships handled during April and May, 191 were unloaded on time or ahead of schedule. Large ships are now worked with four gantry crames and one floating crane. From four to six brigades are used in un'cading, instead of two.

In the Southern Port (head, Zvontsov), bulk cargoes including salt, sand, stone, and round timber are handled with grab buckets and other similar devices. On the whole operations in the Southern Port are unsatisfactory. More than 50 percent of the ships handled are held overtime because of poorly organized operations, insufficient utilization of mechanized equipment, and a lack of dock workers. Labor turnover in the port averages 50 percent per year. The port does not have a roadstead outter, which could deliver workers to the docks and fuel to the ships. Only one gate is used to handle the more than 2,000 trucks which arrive at the port daily, and the others are closed, causing a delay of 30 - 40 minutes before the trucks can leave this work mea.

The Western Fort (head, Shas. 100) fulfilled the April - May plan 135.3 percent for shipping and 182.3 percent for freight handling. This year the port has introduced the use of a single-cable grab bucket for unloading river sand, thus freeing up to 40 men and lowering the cost of handling one ton of freight by 75 percent. (miy 15 ships have been held up in handling by the port. These cases were caused by the serious lack of dispatching organization in the Moskva-Oka Fleet and the Moskva-Volga Canal Floet. The dispatchers of both fleets fail regularly to inform the port of the approach of ships.

PARTIALLY RESTORE MANYCH WATERWAY -- Kommunist, No 143, 19 Jun 49

The Manych Waterway has been restored as far as Proletarsk -- 160 kilometers. The Veceliy Hydroelectric Installation has been completely restored and is ready for use. A sluice and dam with levee have been built at the Ust'-Manych installation. Construction of a floodgate and a dam at the Proletarsk installation has been completed.

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Construction of the Veseliy floodgets and interkolkhoz hydroelectric power plants at Veseliy and Proletarsk will be undertaken next. The Manych Waterway will also be made clear for ship traffic as far as Dinnoye in Stavropol' Kray -- 380 kilometers from Rostow on-Don.

RSFSR SMALL RIVERS ADMINISTRATION PREPARES FOR HARVEST -- Krasnyy Flot, No 130, 4 Jun 49

The Administration of Utilization of Small Rivers for Transport RSFSR is preparing for the fruit and grain harvest shipping season. The shipping fleet has received many new Diesel tugs and barges. Thousands of tons of grain, vegetables, fruits, millions of tons of fertilizer, construction materials, industrial goods, fuel, etc. will be shipped on RSFSR small rivers this year.

RIVER CHANNELS MEED BETTER SUPERVISION -- Rechnoy Transport, No 50, 24 Jun 49

During the present navigation season, unfavorable weather conditions and the early arrival of summer, as well as a lack of water, have complicated the job of keeping river channels clear and posting warnings at potential danger points. However, those responsible for supervising river channels have failed in many cases to insure safe transit for the increased volume of river traffic.

Especially lax are the Dnepr Besin Channel Administration, which has not done the necessary work on the Kiev-Dnepropetrovek Line, and the channel administration responsible for the Moryr'-Pripyat' Mouth Line. The increased accident rate has hindered the fulfillment of the river ransport plan considerably. Three ships have gone aground on the Dnevekiy sandbank in the Dnepr. In some cases accident have resulted from discrepancies between the figures marked on warning posts at danger points and the actual profile of the river.

RIVER STEAMSHIPS SAVE FUEL -- Rechnoy Transport, No 50, 24 Jun 49

The following river fleet ships achieved the best results in saving fuel during May while completing their assignments: The Ruslan (captain, Bukayev) Baved 13 tons of fuel cil; the Saratov (captain, Malakhov) saved 28 tons of fuel cil; the Budennyy (captain, Turutin) saved 21 tons of fuel cil; the Grinevitskiy (captain, Morczov) saved 15 tons of fuel cil; the Bashkir (captain, Silayev) saved 30 tons of coal; the Drednout (captain, Kirilin) saved 30 tons of coal; the Kuznets (captain, Galkin) saved 61 tons of coel; the Rudnev (captain, Komissarov) saved 71 tons of coal; and the Tatariya (captain, Sedyshev) saved 23 tons of motor fuel.

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